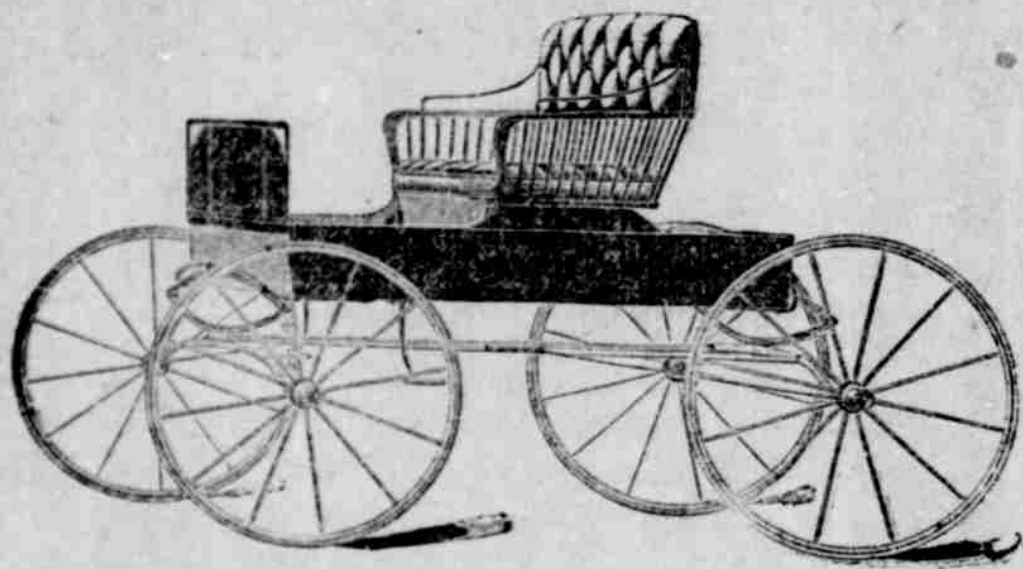


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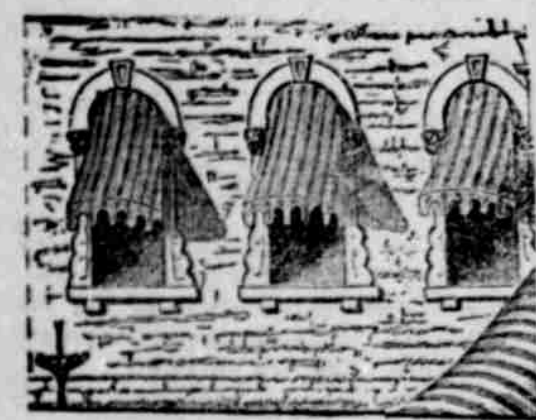
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The ship Erskine M. Phelps is now being detained for a last consignment of sugar and will probably not get away for San Francisco before Saturday. Captain Graham has "signed on" an entire crew at \$35 per month without the aid of any shipping-master, and has secured good sailors, too.

A party of three from Maui, who were going to the Coast on the Phelps, have failed to arrive here as expected, consequently there are accommodations on the big ship for just that number of passengers more. Lewis and Turk are said to have given up all hope of ever persuading Captain Graham to have anything to do with them. Captain Graham is a man who is perfectly capable of getting along without crimps on all occasions.

LOCAL SHIPPING.

Bark Skagit, Captain Robinson, arrived from Port Gamble yesterday with lumber. As she was moving up to the Kinau dock she had too much headway and no line out astern; as a consequence she ran into the Claudine which was lying at her berth, carrying away the Claudine's taff-rail and her own flying martingale-stays.

Yesterday the Solide sailed for Port Townsend and the Serena Thayer and Maria E. Smith for the Sound, all in ballast. The S. C. Allen arrived from San Francisco last evening with several passengers.

SHIP HILSTON.

SAN FRANCISCO, July 6.—The British ship Hilston, out 77 days from Honolulu for Tocopilla, arrived at her destination on July 4th. She had been listed as overdue and 10 per cent reinsurance had been quoted upon her.

LUMBER FOR HAWAII.

SAN FRANCISCO, July 7.—Nineteen cargoes of lumber have been shipped from Eureka to Hawaii since the first of the year, the shipments amounting in the aggregate to 5,831,430 feet, valued at \$4,945.67. The last cargo to leave the northern port was carried by the Bertie Minor.

TROUBLE ON BALCLUTHA.

SAN FRANCISCO, July 7.—There was trouble on the Hawaiian ship Balclutha and the British ship Blackbraes a couple of days ago. One vessel loaned some men to the other to bend sails, and while they were at work they were stolen by the boarding masters. The mate of the vessel that lost the men made the round of the boarding houses and took his men aboard in spite of all resistance. Then the boarding masters tried to rescue the sailors and there was a free fight on which many a skull was cracked and the runners got the worst of it.

The Blackbraes arrived here on May 24 after a passage that lasted nearly a year. Not a man aboard has less than \$300 coming to him and in consequence there were no desertions.

The Balclutha will go to the Sound to load lumber for Australia, and was short of men. Captain Hatfield wanted for the loan of a few men from the Blackbraes. As soon as the men were at work on the Balclutha the runners appeared on board with several bottles of water front yard. As soon as the whisky got to work the men were ready for anything and willingly deserted when a run ashore was proposed.

When the mate of the Blackbraes heard that his men had been stolen he at once went ashore armed with a pistol. He made the rounds of the boarding houses and inside of an hour had all of his sailors aboard the ship again. The next morning the boarding masters made a combined raid on the Blackbraes but the mate and second mate, aided by the boatswain and carpenter, met them with belaying pins, and inside of three minutes the whole invading force was driven over the side, some of them much the worse for wear. Yesterday the Blackbraes went to Port Costa and there will be more trouble when she comes down. Today the Balclutha will go to sea.

TRANSPORT GRANT.

SAN FRANCISCO, July 4.—The Army transport Grant was to have sailed again for Nagasaki at 4 o'clock yesterday afternoon, but her departure was finally fixed for daylight this morning. The Grant has been lying in the stream off Harrison street since her return, after breaking a steam pipe. General Chaffee, as well as the 1000 soldiers on board, have made the most of the unexpected delay, although the soldiers were not allowed ashore.

MOANA FIRES ROCKETS.

SAN FRANCISCO, July 5.—There was a merry time on board the Oceanic steamer Moana last night at Pacific street wharf. Although the British emblem floats from the stern of the vessel, there are those on board who delight to honor the American day of independence. This was done by general merry-making and the firing of rockets. Captain Carey, Chief Officer Crisp and Purser Hodson royally entertained the visitors.

THE CALIFORNIAN.

SAN FRANCISCO, July 6.—The Californian, the 8,000-ton steamer just completed at the Union Iron Works for the American-Hawaiian Steamship Company, is a mystery to the knowing ones in port. She has been chartered by John Rosenfeld's Sons, but her destination has thus far baffled inquiry. She is lying in the stream, and today began taking in coal. It was at first said that the vessel was going to carry coal from Nainaimo to this port, but the guess was an error. Now there is a rumor abroad that the big freighter will take a cargo of wheat to Europe. It is also said that negotiations with

the Government are pending with a view of sending the Californian to China.

The new steamer will carry about 15,000 tons of freight and would be just the kind of a vessel the Government would want in case the emergency of expediting stores to China should arise. The fact that the steamer was chartered came as a surprise, but this is explained by the statement that this is the middle of the sugar season and a bad time to start in the Hawaiian trade, and that there is not sufficient New York freight offering to make the run to the Atlantic seaboard. The Government has now only two transports here for service. The Meade is scheduled to sail for the Philippines on the 16th and the Sumner on August 1st. STRATHGYLE CHARTERED.

SAN FRANCISCO, July 6.—The big steamer Strathgyle, which is controlled by the California and Oriental Steamship Company and which has made two or three trips from Hongkong to this port, has been chartered by the Government to carry freight from here to Manila. The steamer has just arrived at San Diego from Hongkong and is expected here within a day or two. She will be loaded at Folsom-street wharf and be given prompt dispatch.

SHIPPING NOTES.

SAN FRANCISCO, July 3.—Oceanic bonds taken up.—The second and last half of the \$2,500,000 bond issue of the Oceanic Steamship Company was taken up yesterday by the subscribers, who paid \$1,250,000 for them to the Union Trust Company of this city. The bonds are to run twenty-five years.

SAN FRANCISCO, Monday, July 9.—The schooner Aeolus which was launched at Benicia recently will sail for Marshall Islands in about a week with a cargo of general merchandise, and four passengers. She is commanded by Captain Weilbacher.

SAN FRANCISCO, July 9.—The steamer Dolphin which arrived here last Saturday night from New York was nearly captured by mutinous sailors and coal passers during her voyage around the Horn. Ten of the crew were finally tried and imprisoned at Coronel, a Chilean port, after which there was not much trouble for the officers of the ship.

SAN FRANCISCO, July 2.—The new four-masted schooner William Olsen, was brought over from Hay & Wright's shipyard yesterday afternoon and docked at Mission wharf 2. The vessel is a very handsome craft, and is said to be the stoutest ever built by Hay & Wright. She is owned by Captain William Olsen, who owns the schooners Czar, Banning and Swenzy, all engaged in the Mexican coast trade. The Olsen will engage in the same trade after taking a cargo of lumber from a northern port to Honolulu.

SAN FRANCISCO, July 10.—It has been ordered by the Treasury Department that in future customs officers shall board incoming vessels only during the hours of daylight. As a consequence the Rio de Janeiro, which arrived in this port Sunday night, was not boarded until 8 a. m. yesterday. Under the new rule the two boarding launches, the Hartley and the Golden Gate, will be on duty during alternate weeks.

SAN FRANCISCO, July 3.—The schooner Lizzie Vance has been purchased by B. H. Tietjen. The schooner Fannie Adele has been purchased by the Inter-Island Steamship Company of Honolulu. The Fannie Adele is of over 200 net tons register.

THROUGH THE RAPIDS.

A Chicago Man Shoots the Niagara Whirlpool.

NIAGARA FALLS, N. Y., July 9.—Peter Nisson of Chicago, or "Mr. Bowser," as he styles himself, went through the whirlpool rapids of Niagara Falls today in the presence of about 10,000 persons on his craft, the Fool Killer. The boat was towed to a rock about a mile above the rapids and secured. The point was difficult to reach by officials from either the American or Canadian side who might have been disposed to interfere with the adventurer.

Shortly after 3 o'clock Mr. Bowser was seen on his boat. A little later James Labland pulled up in a rowboat and towed the Fool Killer, with Bowser aboard, into the current. At 3:57 the start down stream was actually commenced, but the fickle eddies kept the Fool Killer drifting about until 4:50, when she got into the whirlpool current and started for the final plunge. Passing under the Cantilever bridge the boat took on the speed of an express train. Bowser threw his oar far from him and waved his cap. The crowd saw the craft rise on the crest of a smooth wave and then dive into the leaping spray and disappear. The strange craft turned over and over like a top, rolling and plunging until it passed a bend in the river, and the most perilous part of the journey had been passed. The buoyant craft kept on the crest of the waves until submerged again on the verge of the whirlpool. Shooting into the whirlpool the Fool Killer swung around and went down like a fishing bob, but rose again quickly. For the next fifty-five minutes Bowser and his boat circled around the whirlpool. Shortly before 6 o'clock the Fool Killer was carried out to the edge of the rapids and a line was thrown by Bowser to men on shore, who hauled him out. His first question was, "How is that for Bowser?"

The Fool Killer is twenty feet long and four feet deep and is made of two-inch pine, with four air-tight compartments. The keel weighs 1250 pounds. Bowser warmed himself at a fire built on the shore and put on dry clothing and appeared to be little the worse for his mad ride.

Fond Mother: "You say Mr. Willing objects to my presence in the parlor when he calls?"
Daughter: "Yes, mamma."
Fond Mother: "I wonder why?"
Daughter: "I'm sure I don't know—unless it is because he loves me for myself alone."—Chicago News.

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